

FACT SHEET

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CARB Approves New Rules for Aftermarket Conversion Systems

In September 2013, California Air Resources Board (CARB) unanimously voted to approve changes to its certification rules for aftermarket conversion systems. The new rules streamline certification requirements and provide additional flexibility for companies certifying natural gas conversion systems. The changes extend to used and also new vehicles so long as installation of the alternative fuel conversion system occurs after title has transferred to the ultimate purchaser. Most of the changes are limited to small volume manufacturers, which CARB is defining as companies that annually sell 4,500 or fewer aftermarket conversions in California; the proposal originally submitted had limited this to 1,500 vehicles but the Board approved a last-minute modification to the higher limit.

The highlights of the rule include:

1. Permitting conversion systems that are approved for new vehicles to be sold for used or in-use vehicle conversions;
2. Reducing the number and type of OBD demonstrations required (demonstration of the catalyst system, the fuel system at rich and lean limits and the exhaust gas sensors of the emission control system would still be required);
3. Waiving evaporative emission testing requirements for sealed fuel systems; *
4. Allowing the use of assigned deterioration factors to determine compliance with useful life emissions testing in lieu of high mileage emissions testing;
5. Allowing the use of commercially available fuel instead of requiring the more expensive test fuel;
6. Allowing manufacturers use of a multiplier of 1.5 to convert NMHC emissions to NMOG emissions as currently allowed by U.S. EPA regulations;
7. Waiving additional testing requirements relating to gasoline emissions in vehicles that can operate on natural gas or gasoline so long as no changes to the gasoline operation have been made;
8. Allowing manufacturers to use alternative testing measures in the case of heavy-duty engines and vehicles that originally were certified using an engine-dynamometer; and
9. Providing additional flexibility for manufacturers who opt to certify a vehicle to a more stringent standard than the level certified to by the vehicle's original manufacturer.

Of the above items, the third and sixth will be available to all manufacturers not just small volume manufacturers, and they would be made permanent so they would not expire. The requirement relating to not having to perform emission testing on the vehicles original fuel (e.g., gasoline) also would be available to all manufacturers but would expire after MY 2017 if not extended. The remaining rule changes will only be in place for an interim period and expire after model year 2017 unless extended by the Board. Staff has committed to coming back to the Board to report on the status of the rule changes and to making a recommendation at that time on whether to extend the rules or allowing them to lapse. The final rules will be made available shortly by CARB and there will be an additional 15-day opportunity for comment since CARB made some changes to the rules during the Board meeting. To materials related to this rulemaking, click [here](#).